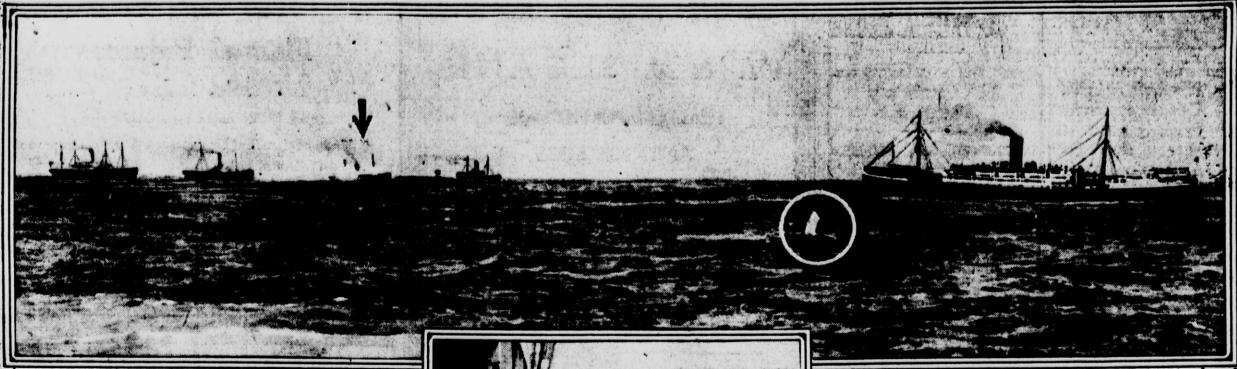
THE VOLTURNO SURROUNDED BY RESCUE SHIPS AND FIRST BOAT LOAD SAVED



SURVIVORS HERE TELL OF HARDSHIPS

On Deck of Grosser Kurfuerst. They Give Praise to Rescuers.

EXPECTED ALL

Heat and Thirst on Volturno's Deck Almost Too Terrible to Bear.

1: was just 10:20 A. M. when the Gros-ber Kurfuerst came into quarantine. A fleet of small boats and tugs had been waiting her arrival for several hours. As the big German ship stopped her engine there was cheering from the small

Lapland were making out to sea. Their German rescue ship dipped her flags and the outgoing liners returned the salute.

Were the ones that were drowned.

"The captain and two officers made the crew behave and put the men on one side of the deck and the women on the other.

officers scrambled aboard and conferred briefly with the Grosser Kurfuerst's doc tor. However, the people of the North of the ship and pushing this way and that."

German Lloyd liner and survivors she had taken from the Volturno were in good

Gadala Rabinowitz, a 20 year old youth health. There was no difficulty on that

presently the newspaper men and photographers climbed up the Kurfuerst's side. There were scores of writers and picture men. They represented not only the big New York papers, but at least twenty newspapers that are published here in foreign languages and are the daily information of the many foreign quarters of

Survivors Pointed Ont.

can make out their languages."

Von Carlsburg laughed. He knew what

problem the reporters had ahead of
them. Among the 105 immigrants rescued by his ship there was hardly one who could speak even a few words of English. They were Jews, Slovaks, Lithuanians, Polaks, Croatians, and of half a dozen other nationalities.

first impression one had of them These people did not look was surprise. These people did not look as if they had recently escaped the worst perils of the sea; rescued in the nick of time by death from fire or drowning. They were clustered at the bow, and were looking at the strange new scenes about them, but their glances were dull and lifeless.

Perhaps the fact that they were all men made them so emotionless. Women no doubt would have given vent to some emotion, tears or smiles. The men merely stood and gazed like so many sheep at the nearby shore and at the clustering

One wanted first of ail to hear what crew. the rescued passengers themselves had to say about the burning of the ship, of the terror they endured for many hours, and of the final scenes of rescue. It was not easy to get these stories. Interpreters had to be found

some of the Kurfuerst's sailors had a smattering of the dialect needed and through them the reporters were able to get the personal experiences of many of the rescued. There was something of a sameness about these stories, because the survivors had passed through similar experiences and lacked the story telling touch that would have differentiated their ewn tales. However, there was a story here and there that stood out.

One listened absorbedly to the story told by Isidor Zatz and David Millstein, who were on their way to Minneapolis.

who were on their way to Minneapolis. These men were awakened by cries of fire about 6:30 A. M. on Thursday. They were caught in a rush of immigrants who were making for the upper

There at the stern of the ship 500 of There at the stern of the ship 500 of them huddled together. There was a storm of rain and wind. They were told that ships were coming to their rescue, but they were terrified by the fire, which could be seen now by all of them and by the fear that the rescuing ships would not get up in time. They were afraid every moment that an explosion would send the Volturno to the bottom.
"We were told that no help could come."

We were told that no help could come il night," said Zatz. "We thought we

"We were told that no help could come until night," said Zatz. "We thought we would have to die. We Jews got together and held a meeting to decide what we had better do, stay with the ship or jump overboard, I was chairman of the meeting. We resolved to put our faith in God. It was well that we did so. "Those who were lost died because they were frightened. They rushed into the first boats. The crew was all right early in the morning, but after the first big explosion many of the members went crazy with fright and knocked us around. The captain stopped that with his pistol." A family of seven—Jan Yablonezke, his A family of seven—Jan Yablonezke, his rible at wife, Rasche, and the children, Helen, 11 even. 6 years old; Palazid, 9; Valina, 7; Anton. 5, and Roman, 1—were on board the Vol-Stefa

among several ships, most of them on the

The father said yesterday that the worst of their troubles was thirst, frightful thirst that tortured them in the long hours while the fire spread and they were

ng for help.
"I had 700 marks, all my savings," said Yablonezke, "and on Thursday afternoon I offered it all for milk or water for my children. I went to sailors and stewards and prayed them to sailors and stewards and prayed them to give me milk or water. A sailor said to me, 'What good is money now?' Throw your money into the sea.' He threw me aside. 'Save yourselves,' he said; 'we have to save "Hunger did not bother us," said the

immigrant. "We were too frightened to eat. But we thought we would die of When night came the deck was so hot that I didn't think I could stand it any longer. I put my wife and older children as far from the fire as I could get them. Then I took my youngest child and put it in a sling under my arm pit. I said nothing to my wife. I crept to the side of the ship and was going to jump overboard. Then I felt a hand clutching my blouse. It was my wife. Let us die together, Jan, she said. So I waited and we were all saved.

Praise for Captain.

The captain was a brave man. At 10 boats that must have been heard for a mile back from the green Staten Island shore.

Shore. La Savoie of the French I'ne, and the sailors were rough with us. Some sailors apland were making out to sea. Their made a rush for the boats and jumped in passengers crowded the rails and waved them. Foolish passengers followed. These

There was a short wait while the health fficers scrambled aboard and conferred ficers scrambled aboard and conferred the fire looked small, but after the explosion riefly with the Grosser Kurfuerst's doctors and the world of the deek and the world of the world of the deek and t

that."
Gadala Rabinowitz, a 20 year old youth who came here to meet his brother, told the story of the piety of the Jewish immigrants and of their willingness to risk.
I ves to save the Safa Torah, the holy scroil, which was to have been read at the Rosh ha Shanah service on Thursday morning. The Jews, fleeling from the steerage deck, had left behind the holy scroil. Hours afterward they remembered it. Only the determination of Caja. Such kept some of them from plunging into the fire in the hope of rescuing the sacred writings.

"The day before the fire," said Rabinowitz. "a rabbi from Rotterdam conducted the preservers would be handed to them. They did so with pretty good order, but

the men knelt on them in prayer. prayed to God that their lives might be saved. Then some of them raised a cry for volunteers to go forward to the lower for volunteers to go forward to the lower deck and save the holy scroll. By then the heat was intense and the smoke was very thick. Some of the old men drew from their pockets all the money they had and held it toward the young

Jews. The old men cried, 'All this money to him who saves the holy scroll.' "A sailor nearest said, 'Your money is no good now, what you need is courage.'
Then some of our young men ran toward
the lower deck determined to save the
scroll. Capt. Inch stopped them. 'Don't
be fools,' he said, 'you are safe now; if
you go below you will die.' So the young
men came back. The holy scroll was
lost."

A little later, when the Kurfuerst docked at Hoboken, and some of the rescued found relatives or friends to greet them, joy broke through their characteristic stolidity. Then it was that men cried out in thanksgiving, embraced their friends and thanked food that they had reached America at last.

Hard to Get Their Stories.

hen the first boats were lowered," said Rabinowitz, "the captain shouted Children and women first," but the sailors paid no attention to him. After the boats were lost the captain ordered the tackle cut. He saved hundreds of lives by doing

One Frenchman Saved.

There was one Frenchman among the 105 survivors on the Kurfuerst. His name is Marcy Edmond. He is 22 years old, and is a miner on his way to Glace Bay. Nova Scotia. He was the only one saved of seven Frenchmen, who were among the steerage passengers, but one French woman and her child were saved. Josef Gerzybowsky, 24 years old, of Minsk. Russia, and Matvey Lialko, 17 years old, of Vilna, Russia, said they were sound asleep in the steerage when the fire alarm was sounded. They said that when they started for the upper deck they who shouted at them "what are you doing, why don't you try to save yourselves."

They asked the sailors what they had better do. The sailors shouted back "Don't bother us, it is every man for himself now, you have to save yourselves." When they got to the upper deck they saw women and men praying. The immigrants were grouped according to their nationalities, ties of blood and nationality being very strong when peril came.

"The fire started with an explosion," said Lialko, "it wasn't a very big one. The big one came several hours later.

"The fire started with an explosion," said Lialko, "it wasn't a very big one. The big one came several hours later. That's what made the trouble. It scared crew and passengers so badly that when the captain ordered boats lowered, there was such a rush that the weak men and the women were brushed aside.

"It was a good thing for many of us. Otherwise we would have been drowned. We saw many jump into the water Thursday afternoon and night. Some these were rescued by small boats, but others sank before our eyes. The storm was terrible and too much for strong swimmers even. Our worst suffering was caused by thirst."

were worked on the fire, but they did no good. It was like trying to put out a volcano.

"There were some cowards and some brutes, I am sorry to say. These crowded into the first lifeboats. But after that crew and passengers were under control. The story that revolvers were used is a lie. Capt. Inch controlled crew and passengers by his orders.

"I jumped from the Volturno at 11 o'clock Thursday night. A lifeboat from the Grosser Kurfuerst picked me up after i had had a terrible struggle in the water. Before that I had seen some of the most terrible things that it is possible for a man to see. I saw women and men so

Second Officer von Carlsburg of the Grosser Kurfuerst met the eager inquiries of the reporters with a wave of his ins of the reporters with a wave of his hand.

"There they are," said the second officer, pointing to the forward part of the Kurfuerst. "You can see them for yourselves and you can talk to them if you can make out their languages,"

Von Carisburg laughed. He knew what

"People all through the steerage were shouting fire. Our deck was thick with smoke in a little time. I caught up my children and ran on deck. How w fered for many hours I cannot tell. We all gave thanks when the big ships came up to save us. On Friday morning I others, said that there was a headlong and waited with other men to be panic after a second explosion which occurred about 10 o'clock on Thursday

Up to save us. On Friday mor put my wife and chidren in a sma and waited with other men to be panic after a second explosion which off. I think my children went English boat. God was good to n off. I think my children went on ap English boat. God was good to me, and they will join me very soon.

Tells of Brutality

An immigrant from was bound for Glace Bay, Canada, charged the sailors with brutality.

"They knocked us around," he said.
"They didn't care whether we were saved witz said, there was no trouble from the or not; when the first two boats were lowered not a woman had a chance to get in them, they were thrown to one side. A stewardess ran to the rail and jumped for the second boat. She fell be-tween it and the ship and her head was crushed.

l'A sailor made a jump for the first boat as it struck the water. I think it was that jump that broke a hole in the It sank while trying to get away

5, and Roman, 1—were on board the Vol-turno, but only Yablonezke came here on the Kurfuerst; the children were scattered "fire" at 6:30 A. M. Thursday, saw smoke their finger nails.

While relatives of survivors were embracing them as they left the Grosser Kurfuerst in Hopoken yesterday a much different scene was being enacted in the office of the Uranium Steamship Company, 13 Broadway. He and relatives of those saved" gathered.

Then there would be an outburst of Capt. Inch and his officers assur

Then there would be an outburst of grief. Once a man, unable to weep cursed. A sad faced woman by his side led him from the office. Pathers, mothers, sisters and brothers called. Although they had failed to see the loved name in the newspaper lists of rescued, they hoped against hope that some mistake had been made.

Mrs. I. Krug of 524 West Thirty-first street was among the women who wept street was among the women who wept

street was among the women who wept busy to give his personal attention to the when she learned that her son, John work and so for a time many of the men when and his wife were not in the list of passengers acted like crazy men. One of

those saved.

"They had been to Germany to see my mother," she explained. "They were returning on the Volturno. Are you sure you haven't heard anything about them?"
The clerk shook his head.

B. Rosenberg of 225 East Sixty-sixth street also was among those seeking in-

B. Rosenberg of 225 East Sixty-sixth street also was among those seeking information. He was asking about his son. Peretz. Although the boy's name was not in the list of those rescued, the father was hopeful.

"I was talking to the survivors," he said, "and they tell me that my boy was not on the ship. The passengers tell me that there were about sixty persons booked for passage on the Volturno who did not leave the dock at Rotterdam. It may be that he was among those sixty."

did not leave the dock at Rotterdam. It may be that he was among those sixty."

The officials of the Uranium Line believe the passengers were mistaken about sixty being left behind, but they did not tell Rosenberg so.

Rosenberg explained that five years ago his wife was booked for passage on a steamship, but that she did not arrive on the vessel. She came on a later ship, he said.

J. W. Finn, Artist, Left \$300,000.

The will of James Wall Finn, the artist, who died in France on August 28 last and was buried here on October 7, was filed for probate yesterday. It shows that he left an estate yaiued at about \$300,000. all

for probate yesterday. It shows that he left an estate valued at about \$300,000, all of which went to his wife, Florence Lee Finn, of 16 West Ninth street, who was Miss Plorence Quinn. She married Mr. Finn in 1905.

Signature

Signature

Propert

Signature

Propert

**Pr

Survivors to whom THE SUN man talked on the Grosser Kurfuerst insisted that one of the immigrants had thrown the burning cigarette had fallen through a hatchway and into a hold where planks Here the friends were oily

saved" gathered.

"Are you sure her name is not in the list of rescued?" or "Can't there be some mistake?" were the usual questions asked.

"I am sorry," the clerk would reply, rout your relative has not been reported.

"But your relative has not been reported didn't wait to get all their clothes. At first there was comparative order.

The will of James Wall Finn, the artist, who died in France on August 28 last and was buried here on October 7, was filed for probate yesterday. It shows that he left an estate yalued at about \$300,000, all of which went to his wife, Florence Lee Finn, of 16 West Ninth street, who was Miss Florence Quinn. She married Mr. Finn in 1905.

born for injuries suffered when alighting from a train at Worcester on September 7, 1911.

lifeboats were lost. They worked like mad building rafts. First Aid From Germans.

and passengers were doomed. Most of th

FIRST VOLTURNO

Lloyd Most Heroic.

This is a story of heroes. It has to be.

might live 500 of the Volturno's people

Perhaps the story had cooled as it came

off the lips hours after the savage fight against fire and storm. Perhaps it is

of its spirit is left to fire the hearts of

Other Heroes Too.

Many on Board Asleep.

time Capt. Inch believed that the crew

the least imaginative.

exceptions.

The Kurfuerst gave them their first real cheer late at night. Two boats from the German liner came alongside and took off all that were willing to let themselves

If one takes the word of the Volturno's officers for it, the sailors and stokers of the luckless liner did their duty with few the ship, lifeboats from La Touraine and others. Men plucked up courage and jumped into the sea. A woman, insane from fear, threw her baby into the ocean. In the catalogue of the real heroes of the disaster the name of Edward Lloyd,

The storm continued nearly all night.

The fire on the Volturno glared red, ocsecond officer of the Volturno, is written with that of Capt. Inch. Here is what second officer of the Volturno, is written with that of Capt. Inch. Here is what this tall, quiet spoken, modest young Englishman did:

On Thursday night, when it seemed searchlight, the beam of which occasionthat another explosion would break the ally crossed the searchlights of the Tou-ship's back. Lloyd with a volunteer crew of four fought his way through the storm ships showed their presence by bright of four fought his way through the storm lights. A city of lights was set down or to the Grosser Kurfuerst just to prove that

a lifeboat could be handled in the gale. Her the ocean.

The greatest luck of all was the slowsays he never expected to live through the night. But his captain asked him after part of the ship and gave the pasto make the attempt. He saluted and to make the attempt. He saluted and sengers a refuge until morning. Had it went over the side. Within a few hours burned more rapidly nobody knows how the brave sailors of the Kurfuerst had many lives would have been lost.

With the coming of daylight the wind moderated and the sea fell away. The final work of rescue was comparatively easy. Fifty libeboats from the international fleet clustered at the Volturno's stern, vieing with each other for the honor of saving life. The oil pumps of the this morning on the scientific aspects of throwing oil on a stormy sea, attacks the British Government for permitting paratus for this purpose, neglecting in this manner, he says, one of the simplest precautions for the safety of passengers. "This absolute neglect of duty on the matched Lloyd's daring, had conquered the sea and had taken off thirty-three If there hadn't been many men who were willing to risk their lives that others tank steamship Narragansett smoothed the sea for these small boats and lessened might be dead instead of six score or the danger of transshipment.

No Sorting of Rescued.

ff the lips hours after the savage fight gainst fire and storm. Perhaps it is vivors and put children with fathers or old in the present telling. But enough sweethearts with sweethearts. The work

was taken as it came.

When the Grosser Kuerfuerst left the Volturno at 8 A. M. Friday, the Uranium liner was ableze from stem to stern. It was a close thing, that rescue, a matter of a few hours between life and death for many

between Eleventh and Two

relatives and friends at the Hebrew is migration Society's Home. Rubin Re-mer found a brother waiting for him did Solomon Wexler.

Carstairs

Rye

was a favorite whiskey when Scott, Dickens and Thackeray were "popular modern authors." These authors by reason of age and merit are to-day classics

among English writers. For the same reason "Carstairs

is a classic among American whiskies. A blend of ryes. Aged in wood.

KROONLAND DUE HERE TO-DAY Has 87 Volturno Survivors, Including Capt. Inch.

The Red Star liner Kroonland, with eighty-seven survivors of the Volturne, including Capt. Francis Inch, is due here late this afternoon

The officials of the Red Star Line re-ceived a wireless message from Capt Kreibohm of the Kroonland last night, which said that he expected to arrive in port before sunset.

WANTS OIL FOR ALL BOATS.

Sir Ray Lankester Attacks England for Not Insisting on It.

Special Cable Despatch to THE SUN. LONDON, Oct. 16.—Sir Edwin Ray Lan-kester, in a letter to the Daily Telegraph this morning on the scientific aspects of

manner, he says, one of the simplest pre-cautions for the safety of passengers. "This absolute neglect of duty on the part of British officials and Ministers." says the eminent scientist, "is worse than that which caused the Titanic disaster, for even a full provision of lifeboats is useless in a very rough sea.

TWO FALL HUNTING JEWEL.

Hall and Janua Have Close (all When Aeroplane Capsizes.

While attempting to begin a flig-

Other Heroes Too.

Other Heroes

The Fame of the

the Piano by which all others are measured and judged, is not merely a local or national one. It is international, universal, world-wide, and is the recognition, in the strongest possible manner, of a work of art that is in its line unequalled and unrivalled.

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Style	1 Upright Piano	Ebonized Case, Mahogany Case,	\$675 \$750
Style	M Small Grand Piano	Mahogany Case,	\$750
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Style	A Baby Grand Piano	Ebonized Case, Mahogany Case,	\$950
Style	B Parlor Grand Piano	Ebonized Case, Mahogany Case,	\$1100
Style	D Concert Grand Piano	Ebonized Case,	\$1600

An inspection is respectfully invited.

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